

VARIOMETER



PUBLISHED MONTHLY TO RECORD THE UPS AND DOWNS OF THE
KANSAS SOARING ASSOCIATION

Editor: Tony Condon

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Number 12

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Rafael Soldan's picture of the 182 & 2-33 at the Wichita Gliderport; featured in the 2013 SSA Calendar. Get yours at the December meeting!

Notes from the President

Wow, December has arrived and with it all the usual hustle and bustle of the holiday season. Please take a moment to reflect on the 2012 soaring season, submit an award application, celebrate everyone's achievements by attending the Awards Banquet, and write up your most memorable flight (for future *Variometer* material). Your SSA member page has a blog that would be a great place to document your story.

I have received several hangar requests for 2013, but spots are still available in Hangar 1. If you are still interested in leaving your glider assembled, please let me know.

Thanks to everyone that contributed to the Fall Workday. The signs look great on Hangar 1. I think it starting to look like a gliderport again!

Reminders:

Dues collected in January

Make reservations for the banquet

Award applications to **Tony** by December 8th

That's all I have for now. Hope everyone has a happy and healthy holiday season. I am looking forward to soaring in 2013 will all my friends!

Andrew Peters, 3T

Awards Banquet

Saturday January 12th 5:30-8:00

Kansas Cosmophere

\$20 before Jan 7th, \$25 at the door

Admission to the museum is included

RSVP to **Andrew Peters** apsoars@yahoo.com

KSA CALENDAR

2012

December 8th: KSA Meeting at NIAR - 7:30 PM

2013

January 12th - KSA Awards Banquet - Kansas Cosmosphere, Hutchinson KS

February 9th - KSA Meeting at NIAR - 7:30 PM - Long soaring flights in Kansas

March 9th - KSA Meeting at NIAR - 7:30 PM

April 13th - KSA Meeting at NIAR - 7:30 PM - Spring Safety Meeting

June 1st-8th - Region 9 Contest - Moriarty, NM

June 23rd-July 4th - 15 Meter & Open Class Nationals & Region 9 Super Regional - Hobbs, NM

June 29th: 51st Annual Kansas Kowbell Klassic

July 8th - 12th - Women's Soaring Seminar - Moriarty, NM

August 31st - September 8th - Standard Class Nationals - Benton, TN

THINKING TALL

by P. A. Wilson

"I have long contended that the most important single factor in the success of any undertaking is simply the knowledge that it can be done. Perhaps the better word for it is "faith." Certainly in pioneer undertakings, some brave soul tries it on faith before anybody has certain knowledge that the goal is attainable.

"Nowhere does this principle work more surely than in soaring. Skill, experience, determination -- all of these are necessary in making the big flights. But the pilot's skill, experience, and determination will not get him very far unless and until he is so sure the flight is within the realm of possibility that he confidently assumes success.

"In our own group we have seen the first timid cross-countries of 1957 and 1958 replaced with flights of Gold "C" distance that are almost routine. We are using the same class of equipment and in many cases, the same pilots are flying. The difference is "Thinking Tall." The first crop of pilots is now being joined by many "new boys" who are not spending so much time in the timid category; but are striking out for the long distances relatively soon after earning their glider wings.

"Also, we are learning that many of the second-rate days we used to pass up can produce good flights when the pilot heads out with confidence to make the most of what's there. A prime example is Claybourn's flight of September 1, this year, from Liberal to near Nekoma, Kansas. Except under the stimulous of competition, it is doubtful that anyone would even have left the field that day. (Let it be noted here that a number of pilots who did leave the field didn't leave it very far.)

Thinking Tall - Cont'd

"The past summer provided many examples of outstanding flights made in ships of moderate performance -- or less. For example, Mrs. Licher's distance record -- in a 1-26. Fay Edwards' two flights of around 300 miles each in an L-K. Wally Scott's 443 miles in a 1-26. Ben Greene's remarkable pair of flights from Marfa to Boise City in a Standard Austria. George Coder's flight from Dallas to Liberal in a Ka-6. And Paul Bikle's sensational record-breaker in a Prue Standard. All of these machines are in the Standard category, although it must be admitted that the Austria, the Ka-6, and the Prue are all exceptional performers.

"I made a wager last winter that the World Distance record would be broken in 1963; and I would have won except for a technicality (Bikle's flight). I now offer odds that the trick will be turned in 1964 -- by some pilot with a good ship and the habit of "Thinking Tall." But at the same time, I am sure we "medium performance" people will also experience bigger and better flights than we used to make -- in the same ships -- because of "Thinking Tall."

"I can hardly wait for April!"

Variometer's Wanted

Your *Variometer* editor is seeking any back issues of the newsletter starting in August 1964 and continuing through 1991 (except Sept 91 and Oct 91). Thanks to **KC Alexander** I have many between 1991 and 1997. However I need full issues from 1998 until April 2008 where the current online archive picks up. The following individual issues are needed: 1992: Jan, May, Jul, Sept, Oct, Dec; 1993: Mar, Jun, Jul, Dec; 1994: Mar, Dec; 1995: Apr, Jun; 1996: Jan, May, Jun, Aug, Nov, Dec; 1997: Feb, Sept

Paper copies will be digitally scanned and returned to their rightful owner. I'd like to see us get a full digital 50+ year archive of newsletters! Give me a call at 515-291-0089 or email at abcondon@gmail.com if you have some to contribute to the project.

The CAP and KSA

By 2nd Lt. **Jerry Boone** – Aerospace Education Officer, KS CAP GO Pilot

When my son **Matthew** was 12, he could name the warbirds in the EAA museum accurately... no, not the Corsair, or any other full sized ones, the 100 of them that are models in the glass case(s), without looking at the list on the wall. Several people stopped by while he was calling them out to me and found that there were no nameplates on the aircraft and he was rattling them off like the alphabet. Therefore, it became apparent that I needed to find a program that he could fit into because Cub Scout's just wasn't going to work for him anymore. After doing some research, I found that Civil Air Patrol offers aerospace education, search and rescue, drill and physical training, and other various programs to kids starting at 12 years old. I also noticed early on that CAP has a nationwide, mostly funded and functional glider program. The Wichita group met at the Stearman hangar at McConnell AFB, which was neat.

Our first experiences with CAP couldn't have been more hands on. We were immediately put into a KC-135 tanker to participate and observe in several refueling missions. My son has been in the fuel boom area of several tankers now and seen F-16's, a B-1B Lancer, and A-10 Warthogs up close.

For some time, I just sat back in the meetings and listened while Matthew integrated with the other cadets. I found out that Kansas Wing had a Schweizer 2-33, but Col. Barney King (glider/power instructor at K-State Salina) was mostly a one man operation. He managed to find some volunteers and he was able to fly a number of cadets, but he just couldn't get the participation necessary to get it to grow. His efforts were extinguished in 2003 if memory serves. CAP gliders are expected to have 200 flights per year or they tend to find other homes.

CAP would like to see glider operations in all states, but it's just not possible to fund or find the volunteers to make it work. Therefore, they established Regional Centers of Excellence where glider encampments take place during the summer. The closest is probably Colorado. Sunflower has all the makings to becoming a CAP RCOE and attracting aviation minded youth in large numbers in the future as Kansas builds glider oriented CAP volunteers.



Finally, for 2012, Kansas CAP would be able to have a glider program. This year I went to Kansas Wing and started working with Barney King, who is now the finance officer. His eyes lit up with the possibility of pulling this off by using the existing CAP/SSA club chapter memorandum of understanding document which was established in the 90's to make it easier for CAP to integrate with SSA chartered soaring clubs. We both realized that this solved the problem he had of getting volunteers to make the program work and that the clubs offered much more in all directions.

Getting the program started sounded easy at first since both Kansas Wing and KSA/WSA were interested, but later many speed bumps were discovered. In CAP, to be an orientation pilot to give cadets rides, you only need to be a glider pilot, have a lot of glider flights, and get a Form 5 check flight. Well, Kansas doesn't have a glider checkpilot, so we had to get Charles Pate to complete that requirement. However, I had to get my Commercial Glider to do the flights for the club, which took lots of study time, a written test, and a checkride. All together totaling about \$400 worth of expenses. I then went back to CAP to pick up where I left off. Lastly, CAP has a tremendous online website called E-Services and getting everyone on the same page to complete all of the requirements before my status as an Orientation Pilot appeared was no small feat. There were non-believers that I could work with KSA/WSA club assets, insurance coverage, understanding liabilities and so on, however, each surprise had a viable answer and option. In the end, the people I worked with in the Kansas Wing, Iowa Wing, and National HQ were quite helpful and excited to see growth.

CAP Continued...

I flew about 30 cadets this year. About 20 of those flights were funded by the US Air Force via the Kansas Wing cadet orientation ride budget. This budget is established yearly and the money for years has went to funding Cessna 182 rides for the Cadets. Cadets are allowed 5 right seat Cessna flights during their cadet career. They are also allowed 5 glider flights, but that was not put into this year's budget since we got the program started in July. Therefore, the remaining 10 flights had to be covered by the Cadet squadron. This squadron is actually a school in eastern KS that has a CAP curriculum where 80 kids are enrolled and take Aerospace Ed, and other CAP topics. It's a neat deal.

We haven't seen a budget plan yet for next year (it's early) but we are hoping that with the addition of a glider operation, we will see more funding. If you are a CFG and interested in helping, we need you. Talk to me.

Today, Kansas CAP has 228 cadets and 247 senior members. Nationally, 27206 cadets, 34661 senior members. There is more potential grow our club, the SSA, and soaring abroad with this generation of cadets than any other program available in the USA.

21st Annual Frostbite Regatta

The 21st Annual Frostbite Regatta took place on November 4th on the Little Arkansas River in Wichita. Once again many KSA members were involved in the race. **Leah Condon** is a co-coach of the Wichita Juniors team and she also participated in four races as a coxswain. She coxed a Women's Open 4+ for alma mater Iowa State University and for the Wichita Rowing Association she coxed the Women's Lightweight 4+, Women's Open 8+, and Mixed 8+. **Tony Condon** once again worked the start line in the morning with **Bob Hinson** & **Lynn Juby**. **Bob** did take some time out from his duties to race in the Men's Recreational Single, placing second. **Tony** spent the afternoon processing and posting race results. **Anthony Geide** rowed in the Mixed 8+ coxed by **Leah**. They finished 8th in a strong field of mostly College crews.



Leah (pink shirt) leads **Anthony** and the WRA Mixed 8+ upstream to the start



The Dart Wars

By John Wells

My friend **Richard Kirkland** bought a T51 Dart 17R from Dave Blanton in 1974. It was constructed and had been imported in 1966. He bought it with two friends, John Cary and John Clark. I went to Dave Blanton's shop shortly after the purchase to assist Richard and his friends in repairing the trailer. The glider was in excellent condition, but the trailer had suffered shipping damage. The thing I remember the most clearly about the repair effort was Dave generously sharing some cookies that he had at the shop. They were hard as bricks. When I asked the other guys what they thought of the cookies, I discovered that they had quietly buried them at the bottom of a rapidly hardening pot of excess epoxy. They flew the Dart at Strother Field, an ex WWII P-47 training base near Winfield, Kansas. They moved the Dart to Sunflower Gliderport and Aerodrome in 1974.

John Cary left the partnership by 1975, and John Clark in 1978 when he left Beech Aircraft to join the NTSB. I first saw the Dart fly at Sunflower in 1975 when I was flying **Bill Seed's** 1-34. I purchased half interest with **Richard** in 1982 in order to have more access to soaring. **Richard** was flying the glider very little, so I had as much time to fly as time permitted. The Dart proved to be a gentle, delightful performer that favored weak days. It's high speed performance was limited due to excess wing twist, but it was satisfied with average Kansas conditions. My old friend Al Alexander began to be involved in soaring, and quickly joined me as a fanatical, resourceful and tireless crew.

The Dart introduced me to cross country soaring. And what an unquenchable lust it became. Soon I was terrifying **Richard** with my expertise in landing out. Al and I had flown free flight model airplanes years before, and the headlong pursuit of a freeflight model airplane over the plains on foot was no match for Albert's careening down the highway with the Dart trailer, impatiently dismissing policemen who dared to stop him with the impertinence of various local ministrations, when he needed to continue without question to rescue his pilot in some distant life threatening emergency landing. We had many hilarious adventures. The trailer, which Al swore would follow you like glue at 70 mph (In the days of 55 mph speed limits), began to show wear. The trailer was a wood monocoque tube, and the axle supports had to be replaced when the wood gave out due to rough roads and age. Our favorite task was, of course, downwind dashes. The Dart soldiered on. We added some newer instrumentation, getting an audio vario and an early Cambridge to supplement the original PZL variometer. We were young, and our backs would permit us to assemble the Dart with minimal help. The Dart delighted in the Kowbell Klassic, Wooden Wings, and exploration of wheat (harvested) and hay fields in Kansas. My best flight in the Dart was Gold Distance/Diamond Goal from Greensburg in 1983. The venerable wooden trailer finally gave up the (ghost?) in 1985, and Richard and I fabricated a new trailer of steel tubing with steel siding. It also was sturdy, stable and sleek. As my horizons widened, it became apparent that **Richard** would suffer unnecessarily if the Dart campaigned in Regional Contests. I made arrangement to use another glider, and flew the Dart one more time on January 1, 1987, before **Richard** bought my interest back, and I moved on to another city and another glider.

When I returned to Wichita in late 1992, **Richard** had started a complete airframe restoration, and I occasionally assisted him. He had just completed the airframe and prepared to start on the cockpit when an AD was issued that essentially destroyed most of the work that he had just completed on the wings. The AD required an inspection that de-skinned the wings over the inboard end on the spar, a task which Richard could not accept. So **Richard** put the Dart, and the trailer in storage. He purchased and rebuilt a damaged clip-wing Cub. We would occasionally fly by the Dart forlornly sequestered away in a hedgerow. Eventually **Richard** found John Frisbee who agreed to make the wing inspection. We went to John's shop one sunny day in 2008 and took the Dart back to Sunflower. My expectation was that **Richard** would be flying it soon. As time passed, something always seemed to prevent completion.



John taking off in the Dart

Richard had to stop flying and needed to sell the glider. The final campaign commenced. In attempting to have the glider at the Vintage meet at the Wichita Glider Port in 2011, it was discovered that several parts were missing. **Richard** searched without luck, and although we were able to fabricate some missing details, many important parts could not be found. Fortunately, **Richard's** wife Darlene joined the search, and all of the parts that we were looking for (as well as some we had not yet missed) were located. Probably the most important discovery was the logbook (which disappeared twice, but that is another story). By mid September this year, the glider was almost ready to go to the Vintage gathering at the Wichita Gliderport. We were spending every good weather day at Sunflower working through the electrical wiring, brakes and seemingly endless small details. At last **Lauren Rezac** made the inspection, weighed the Dart on his new scales, and we were complete. Attention to the canopy seal and some other small details delayed the flight until late in the afternoon of September 29, 2012.

Richard was unable to witness the return to flight at the Vintage meet. I have to admit a reasonable apprehension associated with the many things that both the Dart and I had experienced since we last flew together. **Neal Pfeiffer** and **KC Alexander** helped me move to the launch line and hook up. Slack came out, and twenty five years slipped away beneath the wheel.

No words can adequately express the joy in rejoining with this old friend. Eagerly, lightly, willingly it rose off the runway, released and teased in the still air, for it was late and there was only zero sink for us to savor. And then it was over much too quickly. It always is.

The Dart is for sale now, it is early in the next season.



Contact **John Wells** if you're interested in the Dart. wombat27@sbcglobal.net



Last year **Jerry Boone** took home 4 trophies and 7 State Records. Will he do it again??? Find out at the KSA Awards Banquet. January 12th at the Cosmosphere!

Free Checkrides and a Free Room at Marfa, Texas.

(Including Flight Instructor-Glider renewals and reinstatements.)

For immediate publication and distribution, from Burt Compton.

Here's the deal. We need to "grow soaring" in the USA and one method is to facilitate the process in order to help SSA members finish their FAA Private, Commercial glider ratings (initial or "add-on" to your FAA Pilot Certificate.)

FREE. When you have met the FAA requirements, I'll offer a FREE checkride in my new ASK-21 glider for qualified applicants between now and March 31, 2013.

FREE. This means NO Examiner Fee, NO Tow Fee, NO Glider Rental Fee for the checkride flights. This would be a savings of about \$500.

FREE. In addition, I'm offering a **FREE ROOM** in my guest house (two beds, kitchen and dining / study area) next to my house in Marfa, just 3 miles from the Marfa Airport (KMRF), a savings of about \$60 to \$140 per night in a local motel.

Bottom Line: YOUR CHECKRIDE IS FREE. YOUR ROOM IS FREE.

Location: Marfa is located on a grassy plateau at 5,000' above sea level, near the scenic Davis Mountains and between Carlsbad and Big Bend National Parks.

Airlines serve El Paso (ELP) and Midland (MAF), Texas.

Good training conditions: In winter we have fewer thermals than summer, so you may enjoy less turbulence aloft. Marfa has three long runways and very little airplane traffic. I have a huge hangar and two tow-planes ready to work.

"One of these days" is NOW.

"Someday I'll finish my glider rating" can happen for you NOW at Marfa.

Note: "Free" doesn't mean we will shortcut the FAA Practical Test Standards. Your checkride will be comprehensive and "by the book."

Do your homework, read the PTS, get Bob Wander's "Checkride Made Easy" book along with my other recommended texts and handouts.

E-mail me today at marfagliders@aol.com to start working out the dates and details for your glider pilot rating or CFI-G renewal / reinstatement.

So spread the word . . . free checkrides and a free room through March 31,2013.

Burt Compton, SSA Master Flight Instructor, FAA Designated Pilot Examiner

Marfa Gliders Soaring Center, West Texas

www.flygliders.com

My Best Flight of the Yearaka I Earn My B-Badge FINALLY

By Leah Condon

I have made a few attempts at the illustrious SSA B-badge or 30-minute duration solo flight (after release of course). I believe I even have two 28-minute flights to my name. Technically my longest flight so far was a 3 hour flight over Reno, NV.....but of course that doesn't officially count and I had some extra ballast.....err I mean instructor in the backseat.

I wasn't really sure if I was going to go soaring on July 28th, 2012. My main goal was to solo and get current again after spending the two weeks previous crewing for **Tony** at the 13.5 Meter Super Regionals hosted by the Texas Soaring Association south of Dallas. **Mike Westmeier** was the instructor on duty and I wanted a sanity checkout before I flew solo. **Tony** was planning on flying the Cirrus so I got in line to fly with **Mike** in the SGS 2-33. My flight with **Mike** was pretty bumpy. You could tell that the day was working. While I was a little critical about my performance staying directly behind the tow plane I had full controls the whole flight. We released and once I caught some lift and managed to thermal up a few hundred feet I started to feel guilty about hogging the instructor and the glider so decided to land.

Bob Hinson was also out that day and had been cleared to solo. As there was a long line of students to fly with Mike in the SGS 2-33 the two of us pulled out the SGU 2-22. I was a little nervous in flying the SGU 2-22 and not the 2-33 as it had been a while since I had soloed it. But I was able to remind myself that I was checked out in the glider and had just nailed my sanity check out with **Mike** and decided to crack the solo ice and get on with it. I always have been cautious (sometimes overly) with my flying. **Tony** practically jumped out of the glider the first time to get me to fly solo. I was under the opinion that I had to be performing to private pilot checkride standards before agreeing to the instructor's assurance that I was ready to solo.

My first flight in the SGU 2-22 had a rocking and rolling tow. There was definitely lift out there. However where there is lift there is also sink and I was shot down by some sink that pegged the variometer down. I made what I thought to be a good and precise landing and **Bob** was nice enough to let me take a 2nd crack at it before he took his turn with the 2-22. My second tow went the same as the first and I released in lift. I managed a turn before I hit that vario pegging sink. When I released I felt comfortable with my distance to Sunflower but sometimes as **Tony** says "You just can't stop that sinking feeling". It was the first time in my flying career when @ 1300 AGL I thought.....ok here it goes, I am going to make my first off airport landing. I always thought that this would be a difficult or stressful decision to make but actually I found it really calming and peaceful once I made the decision and even had a field picked out. About that time, fortunately, the vario went from full pegged down to full pegged up.

This flight was also different from the other flights I have flown in lift in that once I pulled the release the flight wasn't easier/smoothier than the tow. I have never flown in thermals which were as broken up as these were. There were a few times when one wing clipped the center of the thermal and the other wing was outside of the thermal and I had to use full stick and rudder in the opposite direction to try and level the wings and was sure hoping that full deflection was going to be enough. Fortunately it was. I also encountered another flying first. I was thermally all nice and happy when I looked up and those clouds above me seemed to keep getting closer. In fact I let myself reach 7600 ft and pulled airbrakes and leveled my wings to get out of the thermal because I was afraid I was going to get sucked into the clouds. It also looked to me like I was getting awfully close to the 500 ft below cloud limit. Of course once I landed I confirmed with other that they thought the clouds were 9k-10k ft and so at 7600ft msl I was nowhere near the 500 ft margin.

I started to have impure glider pilot thoughts at this point. I started to wish that as I was trying for a 30 minute long flight, it sure would be nice if maybe I was only climbing at 7 kts and not peg to 10 kts. That way I could spend more time in a thermal before having to bail out and find some sink as there were not many areas of



zero sink. It seemed to either have the vario pegged up or down. At one point I was level with the South end of the runway with my nose down, making no forward progress, just trying to maintain my altitude and not climb. After what turned out to be 35 minutes but felt like 2 hours mentally of flying in these rough conditions I turned downwind and landed. Of course when I turned to land I was at 3 k ft msl and had plenty of altitude. I was infact slipping a bit on a long downwind when I hit the 10 kt down sink. I managed to make a normal pattern, no longer needing the slip and only used minimal airbrakes. Overall it was an amazing flight but I was glad to be back on the

ground as it was also the most demanding flight I have flown to date.

Tony has been bugging me to write this up for the *Variometer* for at least a month now. Partly to help supplement his winter editions of the *Variometer* but mostly I think to advertise for more KSA members to submit stories of their own best flight to help get us through the cabin fever days ahead. The point is that your best flight doesn't have to be a 750 km downwind dash to make it something interesting or relatable to our fellow pilots. So dust off those computer or get out your pens and paper and share with the rest of us those sun soaked glory flights of Summer to read by the fire.

Sunflower Seeds

November 10th: **Leah & Tony Condon**, and **Matt Gonitzke** cleared some dead tree branches and dirt to resurrect some more trailer tie-downs along the north alligator pit. **Bob Hinson** and **Lauren Rezac** did the condition inspection on KD. **Jerry Boone & Lauren** also started the inspection on ABB. **Jerry** winterized the bathrooms ahead of cold weather arriving.

November 17th: Work Day. **Tony Condon**, **Lauren Rezac**, **Mike Logback**, **Matt Gonitzke** and his Dad **Dave**, **Jerry & Matt Boone**, **Bob Hinson**, **KC Alexander**, **Bob Blanton**, **Don Jones**, **Keith Smith**, **Steve Leonard**, & **Bob Holliday** were out working. Jobs completed included fixing the engine on the sweeper, hanging KSA & SSA signs in/on the hangars, LOTS of tree removal and some burning, scraping the runway, and working on filling in the cracks in the hangar.

Duster for Sale

Just in case anyone else wanted to get in on the Duster fun at Sunflower, **Neale Eyler** is interested in selling his project. It is complete, just needs paint. 1977 Duster (ser. #111) with over 500 hours. Comes with both a tinted and a clear canopy, and parachute. Pilot weight from 160-220 lbs. Must sell—daughter getting married. Asking \$3500 contact Neale Contact **Neale** at n_eyler@hotmail.com



RULES FOR KSA FLYING AWARDS, 2012

Unless otherwise noted, the following applies to all awards:

Awards are to be made for flights with departure points in Kansas.

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell Classic.

No altitude gate is required.

Handicaps, when they are used to evaluate competing pilot accomplishments while flying different sailplanes, will be the current handicaps used by SSA. For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors. For the 2012 season, the SSA 2012 Handicap list, as amended/added to below, will be used (the 2012 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

When handicaps are used, an additional factor will be applied to any flight if the aircraft is carrying inflight disposable ballast (water) at takeoff. The additional factor will be multiplying the original handicap by .92

Turnpoints will be photographed

The camera does not need to be mounted. Handheld is OK.

No specific film type or processing is required.

Only photographs pertinent to the flight need be submitted. An uncut film strip is not required.

Contest style turnpoint photos can be used for any turnpoint in the KSA turnpoint book.

FAI style photos can be used for any turnpoint.

GPS ground tracks may be submitted in lieu of photographs for any task. The track must have the date and pertinent times displayed on it. It is preferred that the track be submitted in the IGC format. On declared tasks, the ground track must show that the flight path went around the outside of the turnpoint. On pilot selected tasks, the ground track must show that the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

Awarded for the longest flight in a wooden winged sailplane. The task may be free distance, or if turnpoints are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

Mamie Cup

Awarded for the greatest distance flown from a Kansas departure. The task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

KSA Flying Horse (Silver)

Awarded for the best speed achieved around a 100 KM pre-declared closed course with a maximum of two turnpoints.

KSA 200 KM

Awarded for the best speed achieved around a 200 KM pre-declared closed course with a maximum of two turnpoints.course with a maximum of two turnpoints.

KSA Flying Horse (Gold)

Awarded for the best speed achieved around a 300 KM pre-declared closed course with a maximum of two turnpoints.

KSA Handicap Score Trophy (Pilot of the Year)

Awarded for the best combined score in four tasks - Duration (not handicapped, but 6 hours max scored), Altitude Gain (not handicapped), Distance, and Speed. Distance and speed are handicapped per SSA Handicaps or the KSA amended/added handicap. Departure point for all flights must be in Kansas. Data must be taken from four flights (i.e., one flight per task).

The distance task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

The speed task must be a closed course of at least 100 KM. However, a predeclared 200 KM (minimum) non-closed course may be used if you are flying a sailplane with a handicap factor of 1.36 or greater (Examples: 2-22, 1-26, 2-33, Swallow, etc.) In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

A score of 1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Cumulative Speed Trophy (Charles Henning Award)

The intent of this trophy is to encourage more people to fly cross country. All a person needs to compete is a sailplane, a databack camera or a recording GPS, a KSA turnpoint book, and a tow.

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

Preying Mantis

Awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year.

Send your applications to Tony Condon at abcondon@gmail.com
by December 8th!

2012 KSA AWARDS INFORMATION SHEET

Pilot's Name _____ Date _____

AWARD	DATE OF FLIGHT	SAILPLANE	SPECIFICS
Preying Mantis (Nominate Someone)			
Towing Operations (Nominate Someone)			
Club Maintenance (Nominate Someone)			
Wooden Wings			Distance Flown
Flying Horse Silver (100 KM Speed Task)			Speed in MPH
Flying Horse Crystal (200 KM Speed Task)			Speed in MPH
Flying Horse Gold (300 KM Speed Task)			Speed in MPH
Charles Henning Memorial Award (two flights required)	Flight 1 Date	Flight 1 Sailplane	Flight 1 Speed (and time)
	Flight 2 Date	Flight 2 Sailplane	Flight 2 Speed (and time)
Kansas Kowbell Klassic	Landing Location		Distance
Kansas Kowbell Klassic Kon- solation	Pre-declared Task (must have been completed to count!)		Distance
Mamie Cup			Distance
Pilot of the Year by Handicap Score	Altitude		(feet)
	Duration		(hours:minutes)
	Speed*		(MPH)
	Distance*		(Statute miles)
Rex Hamilton Memorial Award			(Nominate Someone)
Other Significant Accomplish- ments (First Solo, First soar- ing flight, FAI Badge Leg, completion of an FAI Badge, 100 th flight, 1000 th tow, etc.			

Documentation required for all flights, per rules published in the *Variometer*.

*If you had disposable ballast on board at takeoff of the Speed or Distance flight for consideration, you must put a "B" next to your claimed speed or distance. This affects the handicap number used for evaluating you performance.

"I certify that all flight claims made above were launched in Kansas and are properly documented (does not apply to "Other Significant Accomplishments" category).

Signed _____

FOR SALE

1966 Schweizer 1-23H-15.

The last 1-23 ever built! *Own a piece of soaring history!*



GREAT transition between club trainers and higher performance glass ships. Lovingly owned by several club members (Silvercreek Glider Club in New Douglas, IL, 3IL1) since 2000. Each previous owner has successfully transitioned to higher performance gliders.

- 29:1 Glide Ratio @ 50mph
- 2142 hrs. Total Time
- Serial Number 74
- All logs and paperwork
- August 2012 annual
- New control cables, new seatbelt, new Microair 760 radio with boom microphone and push-to-talk switch on stick, Borgelt B-40 variometer
- Open trailer in good shape and roadworthy
- No damage history
- A beautiful \$500 tinted canopy that we purchased but didn't have time to install is included at no additional cost.

\$11,500

Insurance and maintenance costs are very reasonable, even better if you have a 2 or 3 person partnership. This is a great first glider to own! Also a great club glider!

Contact:

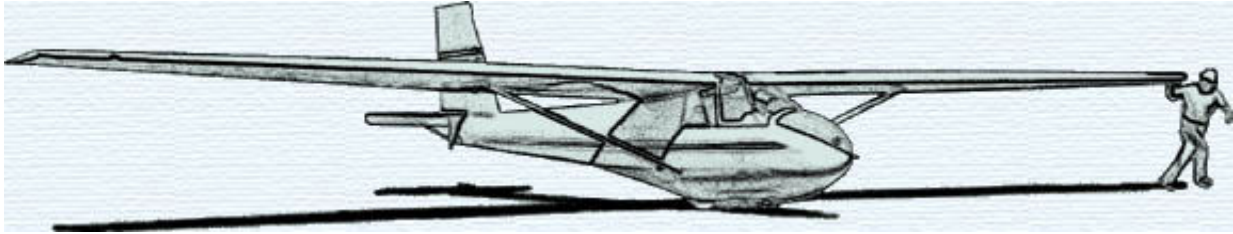
- Joe Buerk (joebuerk3@att.net) 314-440-4166
- Blandine or Bob Washington (airboss123@earthlink.net) 636-236-9445

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Nathaniel Reynolds - Soaring Meteorology

SSA Calendars - \$9!

Saturday December 8th, 2012

7:30 PM

Room 307

NIAR Bldg at WSU